

COMMITTEE REPORT

HOUSE

FURTHER:

(11)

(Taken from Rules, Finance added 6/21/83)

Date: 6-22-83

6/21/83
Mr. Speaker:

The Committee on FINANCE has had CSSB2(Res)

"An Act providing for a license exemption for certain commercial fishing vessels; and providing for an effective date."

under consideration and reports it back as follows:

- do pass do not pass
- do pass with attached amendments(s)
- replace with ^HCS for CSSB2(Res) same title
 new title
- and recommends do pass
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation Zero Fiscal Note Attached
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

[Signature]

[Signature]

[Signature]

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[Signature]

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]

[Signature]

[Signature]
CHAIRMAN

Offered: 6/20/83
Referred: Rules

Original sponsor: Ferguson

1 IN THE SENATE BY THE RESOURCES COMMITTEE
2 HOUSE CS FOR CS FOR SENATE BILL NO. 2 (Resources)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act providing for a license exemption for certain
7 commercial fishing vessels; and providing for an
8 effective date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. AS 16.05 is amended by adding a new section to read:

11 Sec. 16.05.495. VESSEL LICENSE EXEMPTION. A vessel used exclu-
12 sively for the commercial capture of salmon in the drainage systems of
13 the Yukon and Kuskokwim Rivers, or at a set net site, is exempt from
14 the licensing requirements of AS 16.05.490.

15 * Sec. 2. This Act takes effect January 1, 1984.

STATE OF ALASKA
FISCAL NOTE

Revised Date 6/20, 1983

I. REQUEST
Bill/Resolution No.: HCSSB-2 (Resources)
Title: Vessel License Exemption
Sponsor: Senator Ferguson
Requestor: Senator Mulcahy

II. FISCAL DETAIL
Agency Affected: ADF&G
Program Category Affected: FRC
BRU, Program of Subprogram(s) Affected: Commercial Fisheries Entry Commission

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE REDUCTION	-0-	83.1	83.1	83.1	83.1	83.1

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

See reverse

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: John Williams Phone: 465-4081
Division: Commercial Fisheries Entry Commission Date: 6/20/83
Approved by Commissioner: John Williams Date: 6/20/83
Department: Commercial Fisheries Entry Commission

Distribution:

Original to Legislative Finance
Copy to Office of Management and Budget (for Legislature introduced bills)
Copy to Department (for Governor introduced bills)
Copy to Sponsor
Copy to Requestor (if different from Sponsor)

ANALYSIS:

The analysis assumes that no adjustment in permit renewal fees charged under AS 16.43.160 is attempted to offset the negative fiscal impact of this legislation.

The licensing revenue from commercial vessels would be reduced by approximately \$83,100 annually by the bill. It will exempt all vessels used inclusively for the commercial harvesting of salmon in the administrative areas known as Arctic-Yukon-Kuskokwim (A-Y-K) and at salmon set net sites in Yakutat, Prince William Sound, Cook Inlet, Kodiak, Alaska Peninsula and Bristol Bay.

The number of vessels licensed annually is relatively stable, hence future year fiscal impacts are projected as constant.

The following individuals may testify on SB 2:

John Williams, Commissioner, Limited Entry
Commission--- will be available to answer questions

back up
SB 2

JUN 20 REC'D

I. REQUEST

Bill/Resolution No.: CSSB-2
 Title: Vessel License Exemption
 Sponsor: Senator Ferguson
 Requestor: Senator Mulcahy

II. FISCAL DETAIL

Agency Affected: ADF&G
 Program Category Affected: FRC
 BRU, Program of Subprogram(s) Affected: Commercial Fisheries Entry Commission

EXPENDITURES/REVENUES: (Thousands of Dollars)

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OPERATING						
100 PERSONAL SERVICES						
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TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE REDUCTION	-0-	83.1	83.1	83.1	83.1	83.1

FUNDING: (Thousands of Dollars)

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GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
FULL-TIME						
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ANALYSIS:

The analysis assumes that no adjustment in permit renewal fees charged under AS 16.43.160 is attempted to offset the negative fiscal impact of this legislation.

The licensing revenue from commercial vessels would be reduced by approximately \$79.8 annually by the bill. It will exempt all vessels used inclusively for the commercial harvesting of salmon in the administrative areas known as Arctic-Yukon-Kuskokwim (A-Y-K) and at salmon set net sites in Yakutat, Prince William Sound, Cook Inlet, Kodiak, Alaska Peninsula and Bristol Bay.

The number of vessels licensed annually is relatively stable, hence future year fiscal impacts are projected as constant.

STATE OF ALASKA

Bill Sheffield, Governor

DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

P.O. BOX 3-2000
JUNEAU, ALASKA 99802
PHONE: 465-4100

February 2, 1983

The Honorable Bob Mulcahy
Senate
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Senator Mulcahy:

This letter is in response to a telephone inquiry from Troy Henley of your staff requesting the position of the Department of Fish and Game on Senate Bill 2, an act providing for a license exemption for commercial fishing vessels 24 feet or less.

The Department of Fish and Game is opposed to the provision of Senate Bill 2. Many of the State's statutes and regulations governing commercial fishing address licensed vessels as a means of enforcing those regulations and controlling the harvest of our fishery resources. Not requiring all vessels to be licensed could result in a chaotic fishery that would be of no benefit to the State and its fishermen. If it is the intent of the sponsor to eliminate or reduce the fee for licensing of commercial fishing vessels of 24 feet or less, we would propose amending AS 16.05.530 to reduce or eliminate the license fee for vessels 24 feet or less. Whether a fee is charged or the amount is immaterial to the Department of Fish and Game we do need to retain a licensing mechanism for adequate resources management. Our suggested amendment may address the concerns of the sponsor. If not, I am sure other less drastic means can be suggested to address the problem.

You may also wish to contact the Commercial Fisheries Entry Commission for its position on this legislation.

Please let us know whenever we can be of further assistance.

Sincerely,



Don W. Collinsworth
Acting Commissioner

MEMORANDUM

State of Alaska

TO: John Williams
Chairman

DATE: January 27, 1983

FILE NO:

TELEPHONE NO:

FROM: Derrill L. Johnson
Director, Administration
& Operations

SUBJECT: SB-2 Vessels 24' & Under
Exempt from Licensing
Requirement

Kurt, Roger, Beth, Larry, Chris and I met to discuss the effects of the passage of the proposed legislation referenced above.

We concluded that if the bill were to pass in its present state, the following concerns would need to be addressed:

1. The majority of the vessels in the herring gill net and salmon hand troll fisheries are 24' and under. This bill would complicate and possibly defeat regulations promulgated by the Board of Fisheries for exclusive registration in the Cape Romanzof and Norton Sound herring gill net fisheries and the troll vessel registration system in Southeast. Both regulations are viewed by the Board as part of the overall management strategies for these respective fisheries.

The total number of vessels falling in the 24' and under category is equal to 45% of the total vessels licensed in the entire fishing fleet statewide. (See memo of January 20, 1982 24' and under exemption.)

2. Vessel licensing is the main criterion establishing vessel ownership for point classification in limited entry schemes. Loss of such information would result in inability to properly rank applicants.

3. Marking requirement regulations for buoys in the small vessel long line, gill net, and herring fisheries would need to be changed.

4. It would make it almost impossible to determine who is sport fishing or commercial fishing in the troll fishery.

5. Research data for historical profiles of vessel activity would be lost. There would be a direct impact on any further modeling for halibut, hand troll (and to some extent power troll),

and herring gill net fisheries because each have a high percentage of vessels 24' and under. Research suggests that these impacts could be minimized by lowering the exempt size to 18' or 20' but there is some concern about the reliability of vessel-length reporting.

If the intent is to remove vessel licensing requirements for salmon set netters, then two suggestions are offered:

1. All vessels used in conjunction with salmon set net operations are exempt from licensing requirements.

2. If the primary concern is for those fishermen using stationary salmon gear in the AYK and Yakutat freshwater river fisheries, then exempt all vessels used in conjunction with stationary salmon gear from commercial licensing requirements.

DLJ/dw

MEMORANDUM

State of Alaska

TO: John Williams
Chairman

DATE: January 20, 1983

FILE NO:

TELEPHONE NO:

FROM: Derrill L. Johnson
Director, Administration & Operations

SUBJECT: 24' and under vessel
exemption

In answer to your inquiry regarding the number of vessels licensed annually and their length, I have compiled the following:

# of vessels statewide < 24 feet	7,573
# of vessels statewide > 25 feet	<u>9,061</u>
Total vessels licensed in 1982	16,634

If all vessels 24 feet and under were exempted from state licensing requirements, it would represent 7,573 or 45% of the total fleet. This would mean a loss of \$151,460 ($7,573 \times \20 license fee = 151,460) in license revenues.

If on the other hand you were to exempt only AYK vessels 24 feet or under it would only affect 88% of the total AYK vessels; 12% would still have to license annually.

# of vessels in AYK < 24 feet	1,751 X \$20 license fee = \$35,020
# of vessels in AYK > 25 feet	<u>231 X \$20 license fee = \$ 4,620</u>
Total AYK vessels	1,982

* All data compiled from 1982 year-end computer file.

DLJ:nlg

Introduced: 1/18/83
Referred: Resources

1 IN THE SENATE

BY FERGUSON

2

SENATE BILL NO. 2

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act providing for a license exemption for commercial fishing vessels 24 feet or less."

7

8

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9

* Section 1. AS 16.05.490(a) is amended to read:

10

(a) As a condition to delivery or landing of fish or engaging in

11

commercial fishing in the state, a license is required for a commercial vessel more than 24 feet in length, including a vessel used in

12

charter service for the recreational taking of fish and shellfish.

13

Offered: 4/15/83
Referred: Rules

Original sponsor: Ferguson

1 IN THE SENATE BY THE RESOURCES COMMITTEE

2 CS FOR SENATE BILL NO. 2 (Resources)(efd added)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

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7 commercial fishing vessels; and providing for an
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9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

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11 Sec. 16.05.495. VESSEL LICENSE EXEMPTION. A vessel used for the
12 commercial capture of salmon exclusively in the drainage systems of
13 the Yukon and Kuskokwim Rivers, Norton Sound, and Kotzebue Sound is
14 exempt from the licensing requirements of AS 16.05.490.

15 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
16 10.070(c).

Offered: 6/20/83
Referred: Rules

Original sponsor: Ferguson

1 IN THE SENATE BY THE RESOURCES COMMITTEE
2 HOUSE CS FOR CS FOR SENATE BILL NO. 2 (Resources)
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14 the licensing requirements of AS 16.05.490.
15 * Sec. 2. This Act takes effect January 1, 1984.

LSR & T... this is a road?

Some Facts About The LSR & T Program

Local Service Roads and Trails, as enacted by the legislature of the State of Alaska, is for the purpose of providing for the construction of roads and trails which are not included in the approved federal aid primary or secondary systems which are eligible for federal-state matching funds.

The system is 100% state funded through bond issues approved by the people of Alaska. The State is divided into five allocation districts, by a formula which is based on area and population. The funds are then further allocated to the boroughs and home rule Cities. Any funds not allocated to a local government are allocated to the unorganized borough and administered by the Department of Highways.

The program first went into effect in July of 1971 with total funding in the amount of \$5,000,000.00 of which \$629,000.00 was allocated to southeastern. A subsequent bond issue provided an additional \$838,000.00 for southeastern.

Boroughs and home-rule Cities with the capability of engineering and supervising roadway and/or trail construction enter into agreement with the Department of Highways regarding the scope of a project. The Department approves design plans, authorizes advertising and award of contracts, and approves the completed project.

Within the unorganized borough the projects are handled in a variety of ways to realize the most out of the funds and to serve the best public interest. This could be by preparation of plans and advertising by the Department, by use of the local labor force, through a reimbursable agreement with another agency or a combination of the above.

Since this program was initiated in 1971, 42 projects have been completed, 11 projects are under construction, and 7 additional projects are in the planning stages, for southeastern Alaska.

Active projects include a boardwalk between the inner and outer harbors at Port Alexander, clearing of Anchorage Street in Klawock, a complete year around trail facility in Haines, reconstruction of the boardwalk in Elfin Cove, street surfacing in Yakutat and construction of 4th Street in Craig.

A few of the major projects completed within the organized boroughs and home rule Cities include the Carlanna Lake Road extension in Ketchikan, Outer Drive in Wrangell, and paving and grading of Davis Avenue in Juneau.

In the planning stages are projects in Sitka, Petersburg, Wrangell, Skagway, Angoon, Pelican and others.

In the scheme of road building things, there are roads that are Federal Aid Primary and there are roads that are Federal Aid Secondary. Both types are eligible for federal-state matching funds.

And then there are those roads that aren't funded at all, or at least they weren't until the Alaska State Legislature some years ago came up with approval for a bonding issue on a periodic basis to create wanted roads where no funding sources were available.

The result was LSR&T, otherwise known as Local Service Roads and Trails, and it works in this manner:

- Bond funds are allocated among the five districts under an area/population formula.

- Home rule cities and organized boroughs within the districts are given their pro-rated share.

- Unorganized boroughs have funds earmarked for their use, to be administered by the Department of Highways.

- Home rule cities and organized boroughs select their own projects with Highways acting only as an approval agency.

- Unorganized borough funds are handled in several ways, but the local village has project selection power.

Planned expenditures in 1976 for the LSR&T program total slightly over \$5 million, with nearly a half a million dollars of that amount to be spent in Southeast Alaska. Fifteen projects will be undertaken in Southeast, while the statewide total is 75.

LSR&T is road building in its basic form. There is a minimum of red tape, a maximum of local involvement, and for every dollar spent there is a visible result.

On January 19, 1973, a storm with 70 mile-an-hour winds pushed logs along on an 18.5 foot high tide and destroyed the Tinkum Creek bridge at Kasaan Village. The structure was a bridge in the sense that it crossed water, but not a bridge in the sense of a span carrying cars, trucks or trains. It carried people, and perhaps bikes. But no cars. It was a boardwalk, and certainly not eligible for federal-state matching funds.

Enter LSR&T.

On March 25 three local men were signed up to work, a project supervisor was on hand and needed materials were ordered from Ketchikan to augment the salvaged bridge lumber from the old structure. As the initial stages were underway onsite, the Ketchikan materials were inadvertently sent to Klawock. The Highway Department Maintenance Foreman there took the timbers to Hollis and placed them on the beach. The Kasaan project supervisor chartered a boat, got the lumber off the beach, and delivered it to Kasaan. On April 4

the new Tinkum Creek Bridge was finished...and relocated some 45 feet upstream where it would be safer from big storms.

Total cost... \$4,820.00.

In the spring of 1975, a huge log serving as a bridge across Indian River near Tenakee collapsed. It had been placed there in 1957 by Loyal Clark during a ten-day period that required the use of a raft, of an International tractor and of much musclepower. The log bridge was used by residents and outdoorsmen throughout the Indian river-Sunny Cove-Columbia-Superior-Harley Creek-Coffee Cove area. It was sorely needed.

LSR&T again to the rescue.

Immediately following the Thanksgiving weekend in 1975, a

crew was hired and supplies were brought in by a Juneau flight service. Unhappily, the weather changed and snow delayed the project. It was rescheduled for March 1, 1976, but the winter's accumulation of snow forced another postponement.

But the work will be done under the terms of LSR&T, and when it is completed, Tenakee residents will have a double-log bridge, cabled together, and a planked walking surface. The trail which the bridge serves will also be improved.

Kasaan came in for another unique project that started in 1975 when an old boardwalk, connecting the village to the boat harbor and airplane float finally gave up the fight and surrendered to rot. When it came to the point that residents were falling through the rotting wood and being injured, a call for LSR&T was made.

Local labor was signed up, and lumber was to be supplied by the local sawmill. Work was started on August 5, but because the small mill kept chewing up engines...and the owner/operator was forced to scurry about Southeast in search of replacements...the project moved in fits and starts rather than

leaps and bounds. When winter shut things down, about 300 feet of boardwalk remained to be completed after spring startup.

This project was unique in that Kasaan had no money available, so no reimbursable services agreement could be entered into. To solve this problem, the Department of Highways set up a bank account so the weekly payroll could be handled and materials purchased. Checks were counter-signed by a village representative and by the LSR&T engineer. This arrangement has been used satisfactorily several times during the life of the LSR&T program.

Strange things do happen on LSR&T projects. One Hoonah job invoice included the cost of rifle shells...certainly no ordinary item for a highway project. But in this case, the project was the clearing of a trail and the rifle shells were needed to keep the bears at bay! And even the dogs sometimes get into the act, as was the case with that same Hoonah job. They, like the rifle shells, were used to help convince the bears that this was to be a people trail, not a bear trail.

Local labor, local material and even local dogs, all are a part of LSR&T. Money is brought into the closed loop of a village economy...jobs are created where none exist...and roads are built where they are most needed, and least affordable. LSR&T is basic people-to-people roadwork.

In defining "road", Webster says nothing about cars, trucks and trains. Those terms have been added in our minds through usage. Webster merely says that a road is "a public way for traveling upon". If your village is 1,500 feet of muck and mire away from the village boat harbor, a boardwalk is just as surely a road as is the finest stretch of eight lane superhighway in the world... and a planked log spanning a 20 foot wide stream can be just as important as is the Golden Gate Bridge.

And that's what LSR&T is all about.

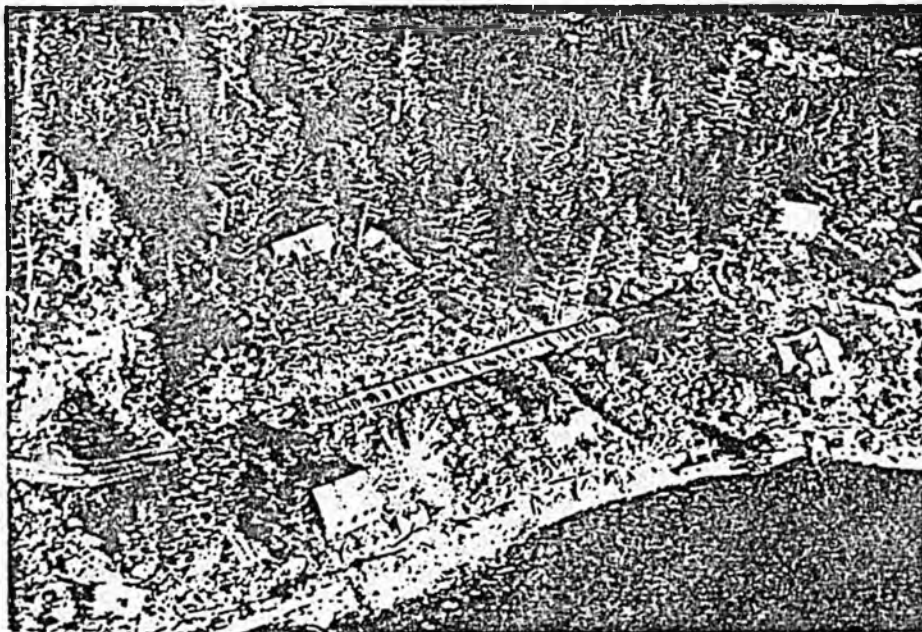
Port Alexander Boardwalk
Project G-30399

Port Alexander is a small fishing community located on the southern tip of Baranof Island. Facilities for docking are located on what is known as the Inner Harbor and the Outer Harbor, located about 1/4 mile apart. The trail between harbors is along the edge of the inlet connecting the harbors. Due to storms, tidal action and other factors, the bulkhead along the trail, and the trail itself are almost obliterated in some areas.

It was requested that LSR & T fund a trail and/or boardwalk between harbors to provide public access. As the Division of Harbors and Waters was active in the area, and helped initiate the project, it was agreed they would supervise the project and a reimburseable agreement was prepared in November, 1973 in the amount of \$34,000.00

Work commenced in the spring of 1974 under the supervision of Richard Cleaver, a local resident. Due to unavailability of gravel, the trail portion was converted to a boardwalk and an additional \$10,000.00 authorized for the project.

Completion was in June, 1976.



SOUTHEASTERN

The LSR&T Program, initiated in 1971, has been used to fund a variety of projects in almost every community in the Panhandle. Cost has ranged from a drainage project in Haines, costing \$1,300, to major street construction in Ketchikan, costing \$245,000.

Types of projects constructed include footbridges in Kasaan; housing access roads in Yakutat, Hydaburg and Klawock; trails in Metlakatla, Hoonah, Tenakee, Kasaan and Elfin Cove; road construction and reconstruction in just about every town; sidewalks, parking areas, boardwalks, drainage projects, paving, signing, stairways, and a boat launching ramp.

The LSR&T program has been flexible enough to answer the needs of the people in regard to getting them out of the mud, which was the original concept of LSR&T. Costs were kept down and the dollar stretched to the extent possible by using local labor, material and equipment whenever possible. Money was brought into the economy of the towns, jobs were created where none existed, and the people involved developed a sense of pride in their accomplishments.

Some of the projects constructed which have meant a great deal to the communities and the traveling public are listed below:

1. Kasaan Bridges and Boardwalk. Reconstructed to provide access from the harbor to town. Existing structures were completely rotten and the community had no funds.

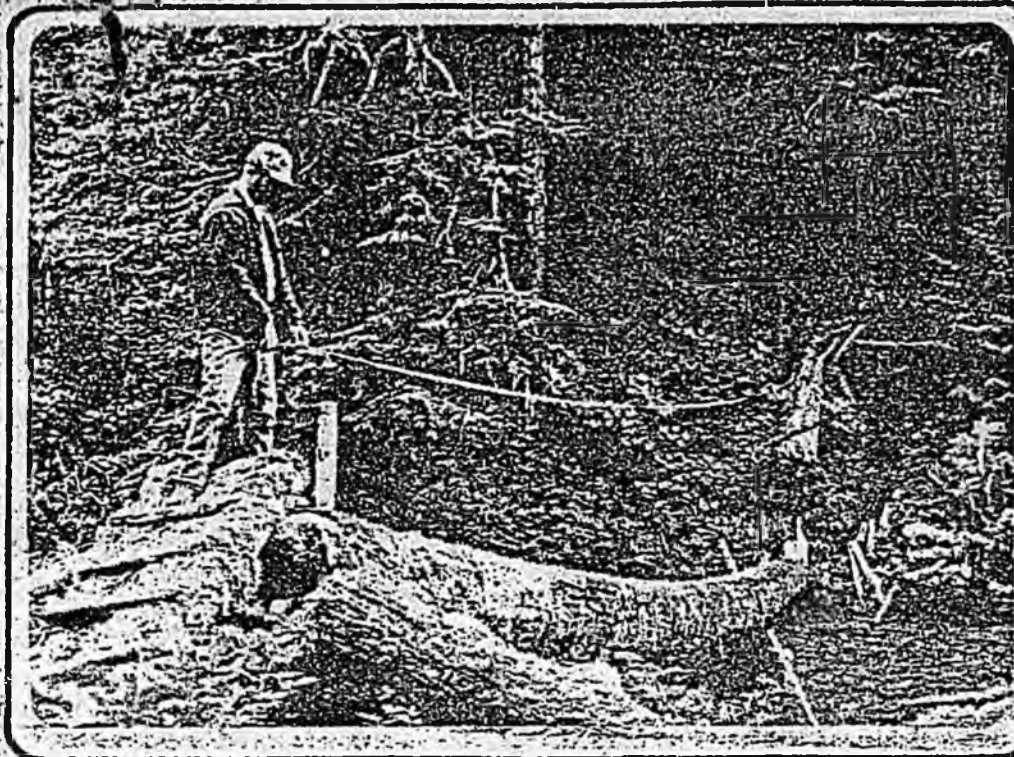
2. Pelican Landfill Access. A road constructed by the city to meet EPA requirements.
3. Kake Totem Park. A road and parking area to the site of the world's tallest totem pole.
4. Hydaburg Townsite Road. A new road to provide access to a new municipal building and housing for senior citizens.
5. Elfin Cove Boardwalk and Trail. Replacement and reconstruction of the boardwalk and trail around the cove, including material for future maintenance.
6. Port Alexander. A boardwalk to replace a washed out trail connecting the inner and outer harbors.
7. Craig Cold Storage Road. A 30' roadway to provide access to a new city shop and site of proposed highway maintenance shop.
8. Haines Trail. A year-round trail for hiking, skiing, horseback riding, snowshoeing, etc.
9. Wrangell - Outer Drive. Construction of roadway embankment, drainage and sidewalks which access new municipal building to downtown.

10. Petersburg. Replaced Birch Street Trestle along Hammar Slough, and constructed several new access roads.

11. Juneau. Sidewalks, drainage, paving of local streets, including Evergreen Bowl Access, Trinity Drive, Memorial Drive and Riverside Drive.

These are only a few of the projects constructed under the program in the past ten years. As can be expected, each project is unique and in the villages sometimes innovation is the key to success.

Attached are excerpts from the April 1976 issue of The New Alaskan which had several interesting LSR&T projects featured.



TENAKEE-INDIAN RIVER BRIDGE

The log spanning the Indian River, about one mile east of Tenakee collapsed in the spring of 1975. This crossing provided access to hunting and fishing areas for residents and outdoorsmen from southeast, and also access for home owners at Sunny Cove, Columbia, Superior, Harley Creek and Coffee Cove. Old bridge was placed by Loyal H. Clark in the spring of 1957. The tree came from the east side of Kadashan Bay, about 1/2 mile back from the beach in an area Bill Tonsgard logged. He used a TD-14 International Tractor to yard the log out and towed it across the Inlet. The job was done by Mr. Clark alone, and took about 10 days. He rafted the tractor across the inlet and back, which he says was very time consuming.

The Department agreed to assist Tenakee in replacing this bridge, and arrangements were made to begin work directly after the Thanksgiving weekend last fall. Supplies were delivered to the site by Channel Flying of Juneau on November 28, 1975. The following day the temperature dropped sharply and it began to snow. It was decided to delay the project until the weather improved. Plans were made recently to begin work March 1, but once again the weather didn't cooperate.

The replacement bridge will be placed several hundred feet downstream and will consist of 2 logs placed side by side, cabled together and planked to provide a walking surface. The east Tenakee trail will also be improved at the same time. The forman for construction of the bridge will be Thomas Jack, of Hoonah, who resided in Tenakee previously. Don McGee will be forman for the remaining work. All work will be done using local labor. Mayor of Tenakee, Bob Pegues, initiated the project.



Kasaan Boardwalk

The purpose of this project was to connect the Village of Kasaan to the boat harbor and airplane float, a distance of approximately 1,000 feet. The existing boardwalk was completely rotten, and injuries had been caused due to people falling through the walk.

It was agreed that the lumber would be purchased from Mr. B.G. Morrison who has a small sawmill on the beach at Kasaan, and that the labor would be performed by local residents.

Work was started August 5th and proceeded by fits and starts until November, when a lack of material halted the project. A lack of lumber halted the project several times, as the mill had a habit of eating up its engines and Mr. Morrison was kept busy looking for replacements. The project lacks about 300 feet of being completed. The remaining material is being acquired from Ketchikan, and the project should be completed soon.

A unique aspect of this project is that the village had no monies available, and the project could not be set up on a reimbursement basis. A bank account was established for the project by the Department so weekly payroll could be handled, and materials purchased. The checks require the signature of a village representative and the Local Service Roads and Trails Engineer. This arrangement has been used several times with satisfactory results.

Hoonah — Spasski Trail

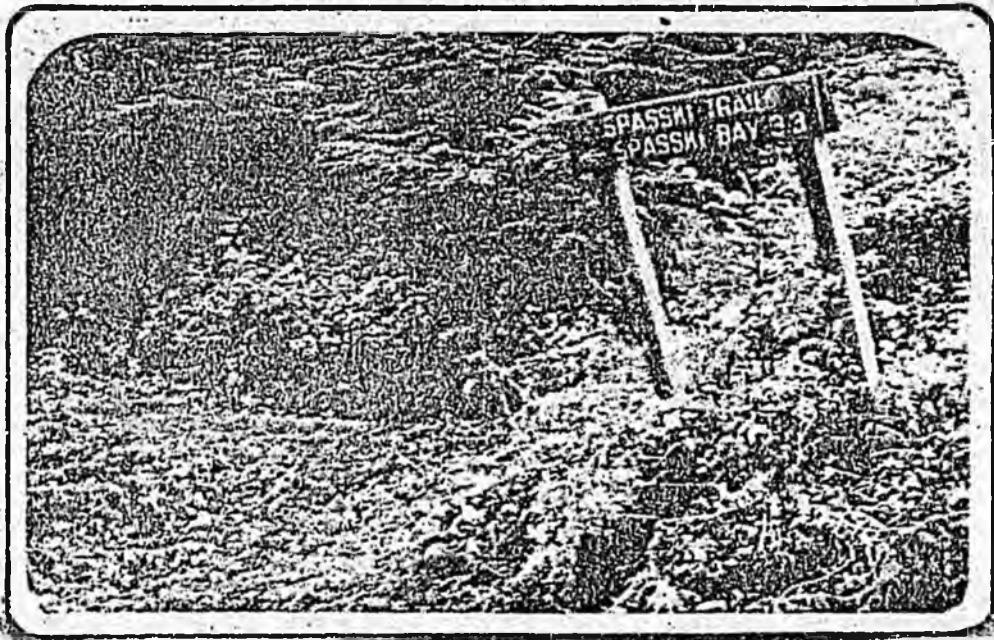
The Spasski Trail was originally upgraded by the Forest Service in 1938 and 1939, and probably maintained by the Forest Service until some time in the 1960's. The trail connects Hoonah to Spasski Bay, a distance of approximately 3½ miles. The trail was heavily overgrown and several gullies and muskeg areas required crossings. The trail was usable, but just barely.

It was agreed to upgrade the trail to make it usable for recreational purposes such as hiking, hunting, snowshoeing, etc. Work was begun on September 8, 1975, with Thomas Jack as foreman. The size of the crew was usually about eight men, all labor was local.

One of the cost items in the project was rifle shells, as the brown bears in the area also liked to use the trail. Dogs were usually kept with the crews to help keep the bears away.

The trail was completed to Spasski Bay the first week in October.

Also, as part of the project, it was agreed to construct a stairway down "Jackass Pass" which is a portion of undeveloped roadway between Hill Street and Hemlock Avenue. This is a very steep area which was utilized by a number of people, including older residents as a shortcut to town. According to Mayor Miles Murphy, it wasn't really any shorter, but people seemed to use it anyway. The same crew did the work on this project and it was completed in early November.



HOONAH BULKHEAD
Project G-30182

The purpose of this project was twofold. First to reinforce the log bulkhead along Front Street in Hoonah, and secondly to afford a measure of shore protection in areas where there was no bulkhead.

The project was initially designed and advertised by the Department of Highways, but the bids received were considerably over the engineers estimate, and were rejected. It was subsequently agreed between the Department and the City of Hoonah that the City would provide the labor and equipment on a reimbursable basis, and highways would supervise the work.

The work force consisted of Millard Carteeti, Charles Bennett and Frank Wright, St. The LSR&T Superintendent was Roger Polley.

Work started in November, 1972, and consisted of building demolition and carpentry work until winter shutdown. Work commenced on the project in April, under supervision of Kelly St. Clair, of Hoonah. He was appointed by Mayor Frank See and approved and hired by the Department.

Rock was obtained from the Bureau of Indian Affairs quarry and the project was completed on May 22, 1973.

